RAJYA SABHA

Wednesday, the 29th March, 1989
8th Chaitra, 1911 (Saka)

The House met at eleven of the Clock. **Mr. Chairman** in the Chair.

ORAL ANSWERS TO QUESTIONS

Development of Buckingham canal as National Waterway

*331. DR. NARREDDY THULASI REDDY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have received any proposal for development of Buckingham Canal in Andhra Pradesh as a National Waterway; and

(b) if so, what are the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF SURFACE TRANSPORT AND THE DEPUTY MINISTER IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI P. NAMGYAL): (a) and (b) Yes, Sir. At the time of the formulation of the 7th Plan in 1985, the State Government had proposed the declaration of Buckingham Canal as National Waterway. A similar proposal has been received by the Working Group currently preparing proposals for the 8th Plan. Necessary details to the proposals have not been received.

SHRI NARREDDY THULASI REDDY: Sir, according to the statement, at the time of the formulation of the Seventh Plan in 1985 the State Government of Andhra Pradesh had proposed the declaration of Buckingham Canal as a National Waterway. The Seventh Plan is comng to an end. The State Government is also prepared to allot 12 crores of rupees if the Union Government allots 12 crores of rupees. But the Union Government has not given its reply so far. It clearly indicates the partisan and discriminatory attitude of the Union Government towards Andhra Pradesh. Otherwise, why has the Union Government not given its reply so far?

MR. CHAIRMAN: Now put your question.

SHRI NARREDDY THULASI REDDY: Why has the Union Government not given its reply so far?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): Mr. Chairman, Sir, Buckingham Canal has always been under consideration as an important canal which can be used for the Indian water transport system. But when the National Transport Policy Comfittee gave its recommendations, this canal was not included in it. I can lay on the Table of the House the criteria which they selected for declaring national waterways. This canal was not coming within the criteria. There is another scheme called Centrally-Sponsored Scheme where 50 per cent money is given by the State Government and 50 per cent by the Centre as loan assistance for inland waterway development. It was talked over under that scheme. It is a fact that the State Government has been saying in a very normal manner that it should be declared as national waterways. Even when the proposal was given initially, we had told them all this. The Buckingham Canal starts somewhere in Kakinada and goes to Madras. Roughly 258 kilimetres fall in Andhra Pradesh and 150 plus kilometres come in Tamil Nadu. So, we had told them that as far as Andhra Pradesh is concerned, they must compile the total requirement of the portions which, if included in this canal, would be worthwhile for inland waterways. Earlier they had given the schemes in parts. Lately, we have talked to the State Government and they have submitted a scheme combining four schemes for the whole national waterways. The hon. Member has

said that a sum of Rs. 12 crores was agreed by the State Government. I do not think it is true because I think the total requirement which has been projected is Rs. 19.9 crores. It is not Rs. 24 crores. The hon. Chief Minister wrote to the hon. Prime Minister and it is under discussion at this moment. We had asked for details. We also consider that this is an important canal which can be used for inland waterway under Centrally-sponsored schemes. But the feeling which the hon. Member has projected is not correct. We are of the view that we must help the State Government to develop this canal as a Centrally-sponsored scheme.

SHRI NARREDDY THULASI REDDY: Sir, my second supplementary is this. If the State Government is prepared to give its 50 per cent share, I would like to know whether the Union Government will give an assurance in this august House to include this scheme in the first year of the Eighth Plan at least. I want a time-bound programme. I do not want answers like this that we will see, we will examine and then we will forget. I want a time-bound programme. I want to know whether they will give an assurance in this House or not.

SHRI RAJESH PILOT: Sir, I am totally in agreement with the feelings of the young hon. Member. I also have the same attitude that we must move. Our Government also has the same attitude that we must have target-oriented programmes. But pardon my saying that his Government could not submit the details we have been asking for till today. I assure him in the House that if they give us the details asked for we will do the needful. They said that it should be declared as national waterways. The guidelines are available with the State Government. When you ask the Central Government to declare a particular canal as natonal waterway, you must see whether it comes under that criteria or not. Then only you should ask the Centre. I assure him that if the State Government gives those details, we will include it in the Eighth Plan as a Centrally-sponsored scheme.

SHRI V. NARAYANASAMY: Mr. Chairman, Sir, the Buckingham Canal was not only benefiting Andhra Pradesh but also Tamil Nadu. Sir, up to 1955 or so, this Buckingham Canal was used for the purpose of transporting goods right from the British days. Sir, I have seen the Buckingham Canal which is running in Tamil Nadu, especially in Chingleput district. Due to erosion, that canal has become so small now that it is not even possible for the boats to go. Now, I would like to know from the hon. Minister whether any proposal has been received from the State Government of Tamil Nadu for the purpose of using this Buckingham Canal because, Sir, now the waterways for the transport of goods is a cheaper mode of transport. I want to know whether the Minister will consider the request from the Tamil Nadu Government if any proposal is received and whatever co-operation is required, whether the Central Government has contacted them.

MR. CHAIRMAN: He wants to know about Tamil Nadu. Two Governments are involved.

SHRI RAJESH PILOT: As I mentioned earlier, Sir, nearly 158 KMs falls in the Tamil Nadu State, and a scheme has been received of first 55 KMs towards the north of Madras in the Buckingham Canal which is round about 158 KMs. A scheme has been received for 19 KMs which is worth Rs. 2 crores which is a Centrally-sponsored scheme again and which has been sanctioned on 6th May, 1987, and the work is in progress.

MR. CHAIRMAN: So work is in progress in Tamil Nadu?

SHRI RAJESH PILOT: In Tamil Nadu, north of Madras in the Buckingham Canal.

SHRI PARVATHANENI UPENDRA: Sir, our friend, Mr. Rajesh Pilot, as a trouble-shooter of the Prime Minister goes everywhere and makes promises and he forgets them very soon. And during one of his visits to Andhra Pradesh, when he was asked about the declaration of the Kakinada Port as a major port, he announced that it is not possible to declare Kakinada port as a major port but the Government of India has agreed to improve the Buckingham Canal as an inland waterway and for that the Centre has decided to contribute funds. On the basis of that, the Andhra Pradesh Government has submitted a proposal. They agreed to bear half the cost. The Chief Minister has announced three days ago in the State Assembly also that the State Government has written to the Centre agreeing to pay Rs. 12 crores which is half of the cost for the improvement of the Buckingham Canal, and they are awaiting the reply from the Central Government. Now he says that there is no proposal from the State Govrenment... (*Interruptions*). And he has agreed that the Chief Minister has written to the Prime Minister. Without the concrete proposal, how can the Chief Minister write to the Prime Ministers? Let him give the details of what the Chief Minister has written to the Prime Minister. How can he say that there is no proposal from the State Government? He cannot evade like that. Let him say clearly whether the Centre has approved it and whether the Centre is prepared to bear the cost.

SHRI RAJESH PILOT: Sir, on the first point of the hon. Member, I do make promises as per the question. The hon. Member and myself also discussed a lot of political things, and what question he has put me, I have replied to it in that form as a promise. So, that is not a separate thing. We have discussed a lot of things. And I have talked to him on those lines. and accordingly promises are made. Sir, the second point is the Government part of it. Sir, what the hon. Member is pointing out is that initially the projection was given to us. It is a total of 258 KMs. They have said, "Improvement of Buckingham Canal in Andhra Pradesh—Rs. 19.19 crores. (Interruptions). Sir, there are four portions of this. The scheme was given, and what he is saying is that Rs. 24 crores are the total where the hon. Chief Minister must have said that under the Centrally sponsored scheme, we will give Rs. 12 crores. I do not deny that. So, this scheme was given to us. We told them that we want in a particular project way. Sir, there are a lot of technical criteria which are required to declare whether a particular scheme is a Centrally-sponsored scheme or a national waterway...

MR. CHAIRMAN: You have decided that it will be a Centrally-sponsored scheme and they have agreed.

SHRI RAJESH PILOT: I am coming back, Sir. State Government has devided this total of 258 KMs into four sections. It is from Kakinada...

MR. CHAIRMAN: Are you having any scheme next year?

SHRI RAJESH PILOT: Improvement of Kovvur canal, improvement of Kulur canal, improvement of Kakinada canal. So, we requested them that you give us in a project-way where we can take it up with our Government. Now, the proposal is coming through. The hon. Chief Minister wrote a letter and what he wrote was also in general terms. He also could not really give the technical reasons. And I do agree with him that the Chief Minister cannot give the complete information in a letter to the Prime Minister. On his letter, we asked him all these things. It is under process. And as far as the Kakinada Port is concerned, from the beginning we had been saying that since it is a minor port, and under those Rs. 20 crores...

MR. CHAIRMAN: Don't move from canal to port.

SHRI RAJESH PILOT: Sir, he has asked. So, we had agreed at twenty crore of rupees, out of which ten crore we had agreed, in principle, for the Kakinada port. But now it is coming under the World Bank Scheme on a bigger scale. That is also under consideration.

MR. CHAIRMAN: Technical men of both the Centre and the States can get together and solve it.

SHRI RAJESH PILOT: It is in the process and we had agreed in the Centrally-sponsored scheme on 50 : 50 basis, and as the hon. member...

MR. CHAIRMAN: About technical details that you are talking of, it is better if the technical people both of the Centre and the States could get together and solve it.

SHRI RAJESH PILOT: They are supplying now. We had asked them and they will send to us, and we will certainly go on a time-bound-programme.

MR. CHAIRMAN: Mr. Bir Bhadra Pratap Singh. Please remember it is about Buckingham Canal which is between Andhra Pradesh and Tamil Nadu. It is neither about the Buckingham Palace nor about any canal in U.P. or Maharashtra or Punjab.

SHRI BIR BHADRA PRATAP SINGH: Mr. Chairman, I have studied about this Buckingham Canal project. At least, according to hon. Minister's reply, it is seven years old project, and it has given us the proud privilege of being a leader in the world so far as inland transportation is concerned. That is why, seven years ago, Buckingham Canal project was also announced along with nine other projects. It is also common knowledge that inland transportation is the cheapest and we were the best in the world 100 years ago. Therefore, my precise question to the hon. Minister is, why no action has been taken. Whether it is the State sector or the Central scheme, I am not much bothered about it. If you had announced it seven years ago, why no action has been taken even to conduct preliminary surveys towards achieving this purpose. Why no hydrographic survey has been conducted? Why no infrastructural facilities have been created? This sleeping speed of the Government for seven years has resulted in denial to this country the proud privilege of being a world leader in the system.

SHRI RAJESH PILOT: Sir, in May 1980, National Transport Policy Committee recommended ten National water-ways in the country, namely, Ganga, Bhagirathi, Hooghly; Brahmaputra; Sunderbans, Narmada, Mahanadi; Tapti; Godavari; Krishna; Mandovi and West Coast canal in Kerala. So, Buckingham Canal never figured to be declared a National Waterway. Till it does not figure as a National Waterway, you cannot have hydrographic surveys; you cannot have technical surveys. It has to be agreed to declare it as National Waterway first. Secondly, Centrally-sponsored schemes are all over the country. It is one of those schemes which is going on. Now, every scheme is given a priority as the plan comes to us. So, what the hon. Member is asking is why we could not do it. It is because we never decided that we will be declaring Buckingham Canal as a National Waterway, except Centrally-sponsored scheme...

MR. CHAIRMAN: Now it has been done and you are going about it.

SHRI RAJESH PILOT: No, actually it has not been agreed as a National Waterway, Sir...

MR. CHAIRMAN: No as a Centrally-sponsored scheme.

SHRI RAJESH PILOT: As a Centrally-sponsored scheme it is being considered and we are hopeful, as I

said, that in the Eighth Plan we will include it. That is why I have assured him that in the Eighth Plan it will be included as a Centrally-sponsored scheme.

MR. CHAIRMAN: Next question.

Opening of Kendriya Vidyalayas during the Eighth Five Year Plan

*382. SHRI MOHD. KHALEELUR RAHMAN:†

SHRI ANAND PRAKASH GAUTAM:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Fourth Central Pay Commission had recommended opening of more Kendriya Vidyalayas, with and without facility of separate hostels for boys and girls in the country and abroad during the Seventh and Eighth Five Year Plans;

(b) what are the details of places, State and sponsoring authority-wise where Kendriya Vidyalayas have been opened during each year of the Seventh Five Year Plan period;

(c) what is the approximate number of Kendriya Vidyalayas, with and without hostel facilities separately for boys and girls, which are expected to be opened during Eighth Five Year Plan period; and

(d) what is the approximate allocation of funds for Kendriya Vidyalayas during the Eighth Five Year Plan period?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) to (d) A statement is laid on the Table of the Sabha.

†The question was actually asked on the floor of the House by Shri Mohd. Khaleelur Rahman.

Statement

The Fourth Central Pay Commission recommended opening of more Kendriya Vidyalayas to meet the educational needs of children of transferable Central Government employees. It also recommended that Kendriya Vidyalayas with hostel facilities should be increased and wherever necessary hostels for girls may be opened by the Kendriya Vidyalaya Sangathan.

2. Kendriya Vidyalayas opened in different sectors during the first four years of the VIIth Plan Period are as under:—

Year	Sector		
	Defence	Civil	Project/ Institution of Higher Learning
1985-86 .	26	06	09
1986-87 .	32	49	14
1987-88 .	17	30	05
1988-89 .	13	18	11
	88	103	39

A statement giving the State-wise break-up of the schools opened during 1985-86 to 1988-89 is annexed. (See below). Decision regarding opening of new Kendriya Vidlayas in 1989-90 has not been taken as yet.

3. The expenditure on Kendriya Vidyalayas is met from the Non-Plan Budget of the Central Government. Accordingly, there would be no Plan provision for Kendriya Vidyalas during the VIIIth Five Year Plan. The requirement of Kendriya Vidyalas would be met from the Non-Plan Budget of the Central Government on year-to-year basis. No decision has yet been taken regarding the number of Kendriya Vidyalayas to be opened every year during the VIIIth Five Year Plan period.